



address 200 Miller Street North Sydney NSW 2060

all correspondence General Manager North Sydney Council
PO Box 12 North Sydney NSW 2059
DX10587

telephone (02) 9936 8100

facsimile (02) 9936 8177

email council@northsydney.nsw.gov.au

internet www.northsydney.nsw.gov.au

ABN 32 353 260 317

OFFICE OF THE MAYOR

23 March 2020

The Hon Gladys Berejiklian, MP
NSW Premier
GPO Box 5341
SYDNEY 2001

Dear Premier

Western Harbour Tunnel and Warringah Freeway Upgrade

I am writing to express my deep concerns over the significant level of impact that these projects will have on the North Sydney Local Government Area. Following the release of the Environmental Impact Statement, I have now become more aware of the permanent legacy that these projects will leave. A significant re-consideration of the current design is urgently required. This in turn necessitates that the public exhibition be placed on hold and recommenced once the key issues, outlined below, are adequately addressed.

Open Space

The construction and post-construction impacts on areas of public open space are substantial. Of most concern is the permanent loss of over 2.8Ha of open space in Cammeray Park. Various other occupations of open space during construction are also concerning, particularly St Leonards Park where over 7,000m² will be lost for up to 5 years with no certainty it will be returned in acceptable or useable state.

Traffic

An analysis of the supplied traffic modelling has been undertaken and reveals that the project will see significant net additional traffic on Berry Street, Miller Street, Falcon Street and Pacific Highway as well as significant reductions in levels of service at numerous key intersections. The EIS states in black and white that there will be '*Increased traffic demands and delays for traffic in the North Sydney area*' and '*travel times on bus routes through North Sydney to generally increase*'. Included in the attached document are details on the high level of blow outs in the level of service for 17 North Sydney CBD intersections. These impacts will be hardest felt by residents and businesses in the North Sydney area and need to be addressed. Also included in this attachment are recommended actions that need to be undertaken before the projects can proceed.

North Sydney CBD

Supported by the arrival of the Victoria Cross Metro station, North Sydney CBD forms a key part of the 'Eastern Harbour City' and is already undergoing positive generational change and development with many more exciting plans well underway. The suggested traffic volume increases are such that numerous State and Local initiatives will be unable to occur.

This is as a result of the funnelling of traffic through Berry Street which will be widened to four lanes under the project in order to provide access to the south bound entry portal. This is at odds with the delivery of a cutting-edge Metro station right next to Berry Street. It is requested that the Berry Street portal entry route be re-designed to avoid funnelling traffic through the heart of the North Sydney CBD which should be a place for people.

Air Quality

The location of the proposed ventilation stacks is a key concern for the community as has been repeatedly articulated at various forums since the announcement of these projects. I understand that the (non) filtration of ventilation stacks on motorways across Sydney has been a highly contentious issue throughout surrounding communities. The EIS goes into much scientific detail on this matter however a more precautionary approach of installing a filtration system, in line with various international practices, should be considered when it comes to issues of human health and well-being.

Conclusion

Council is due to formally consider a detailed submission on the projects which, subject to endorsement, will be submitted under separate cover. The issues raised in Council's detailed submission and highlighted in this letter support the need for a multi-faceted approach to reduce the concentrated and severe impacts on the North Sydney Area.

Council has endeavoured to work constructively with State Agencies through the North Sydney Integrated Transport Plan Project Control Group and Working Group. These forums, attended and supported by the Greater Sydney Commission, aimed to mitigate the impact of the Western Harbour Tunnel on North Sydney and ensure local place-making was considered. Unfortunately, and despite initial positive undertaking, it is now clear the North Sydney Council's concerns have simply been ignored.

The intensification and widening of Berry Street will split the North Sydney CBD from North to South and hinder its further development. Intensification of traffic immediately adjacent to the main access to the new metro station with the significant additional pedestrian movement it will bring, is non sensical.

It is important to suspend the exhibition period, take stock of these issues, and undertake a redesign of the project to provide real mitigation of the impacts on the North Sydney LGA.

I would welcome the opportunity to discuss these issues further.

Yours sincerely



Councillor Jilly Gibson
Mayor of North Sydney